

MEMORANDUM

TO : DFD/TPE via BM/SGN
FROM : CP/SVN
SUBJECT : Monthly Report - April.

DATE : 12 May 1971

REF. No. CP-V-71-229

The policy of two separate and equal flying divisions at Saigon came to an end with the decision that Capt Heint would be a line pilot rather than Acting CP/RW. Since the CP/RW and SIP/RW are TCS for an indefinite period, this leaves a gap in the continuity and control of the RW program. The change of scheduling from Capt Heint to the Scheduling Section has thus far not created any great problems as the program was in excellent condition at the time Capt Heint dropped the handling of it. Time will tell if the situation will change as things progress. With the absence or imminent departure of all the RW supervisory personnel, one cannot help but wonder who is to take over the operational supervision of the program. Capt Johnson has indicated that as Acting SIP/RW his duties are limited by the AAM/FEPA contract to action directly related to flight instruction.

The manning situation continued to cause morale and other problems, particularly in the non-existent C47 program. Things have started to settle down to a degree, but have a long way to go to achieve stability. Scheduling continued to present its share of difficulties related to compliance with the various time limitations. The present "no waiver" policy is generally permitting us to begin getting well from our prior situation where we were slipping backward with each day of borderline activity. The exception is in the C46. The extra flying requested by the customer and use of the fifth "uncontracted" aircraft has greatly cut into our available time used to try and get the crews time-off and meet all the limitation ceilings which exist. An example of the schedule juggling which goes on, it is often necessary for Capt A to fly to NHA or DAD with Capt B deadheading. Capt B then flies back to SGN with Capt A as a deadhead. This meets the flight time limits (usually compliance with the "30 in 7" or "100 in 30") but realistically does nothing but cost the company for a round-trip deadhead. There is certainly no added safety factor established, as few would argue that this type of deadheading was more restful than flying. (Perhaps even the contract). The limitations have, on a number of occasions, caused considerable alienation of the customer. This is particularly true of those in the field who are not informed that it is their own management who has requested or supported the restrictions. They still feel we should provide the quality of service that was standard several years ago and not plague them with administrative limitations.

Capt Herrington was reinstated as a life VTB Capt after six weeks LWOP for his accident and for permitting his medical certification to lapse. His reinstatement was of considerable help in maintaining the VTB schedule within the required limits and permitting crews reasonable time off to get away from Saigon.

It is unfortunate that all the programs cannot afford a similar situation since as local conditions continue to worsen, with increasing harassment and petty stumbling blocks constantly generated. Even the military has experienced an increase

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of armed robbery and gunshot wounds in Saigon. Mr Grundy was delayed in his departure as a result of an Immigration error which is rather a typical problem for our employees. The burden of corrective action was thrown on him and the company as the local authorities refused to acknowledge there could have been any fault on their part. Only with the assistance of the airlines, customers and senior company representatives did he manage to depart 8 hours later. (Needless to say all this assistance is not available to run-of-the mill employees who would have been delayed from Saturday until at least Monday). Such harrassments make it so necessary for personnel to get away from Vietnam as often as possible for real relaxation. (Even that time-off spent in country does little toward decreasing the local "ulcer juice" situation.)

Captains Collard and Johnson were awarded positions in Udorn but at present have not had word as to when they might expect to be transferred. The bids for vacancies published in the 71-20 through 71-32 notices were announced at the end of the month, almost two weeks after the 71-20 Bid closed. There were not too many radical surprises although a couple of awards went to people who were not really sure then wanted to make the change.

The latest form of local harassment is from the customs people in refusing to let anything into the country which they consider not acceptable. This is not based on what, how much or who, but only on the whim of the individual inspector at the moment. (It effects VN, TCN, US etc. - Only VIPs and Diplomatic Passport holders are exempt.) One person going through can bring in unlimited amounts of something and the next one with small amounts of the same item have it confiscated. To quote some sage thinker, "There is no reason for it, it is just their policy". Unfortunately there are no guide lines and no assistance or support available to our personnel when this sort of thing comes about. The individual can try to argue but usually ends up paying a bribe or losing the articles. Everyone intending to visit Vietnam would be well advised to bring only what is actually required and thus preclude confrontations with the customs authorities.

cc: BM/SGN ✓
File

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